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PRESIDENT NEWMAN TESTIFIES.

President Newman explained in detail the arrangements by which the three railroad companies occupy the tunnel and yards. The Harlem road owns the tunnel, he said, but the Central leases the Harlem, subject to certain contract rights in the tunnel held by the New York, New Haven and Hartford. Mr. Newman said he is manager of the Central and that the Central is now for all three railroads from Forty-second to Fifty-second streets, but is only agent of the Harlem and Central roads north of the latter point, as far as Mr. Newman is concerned.

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Q. Who is President of the Harlem road? A. Mr. Callaway.

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CITY CAN'T NAME TUNNEL MOTOR.

Act of 1872 Takes Away Power to Order Electricity Substituted for Steam.

Corporation Counsel Rives advised the Mayor yesterday that the agreement entered into between the city and the New York and Harlem Railroad Company in January, 1872, does not at this time give the city authority to regulate the motive power to be employed in the Park avenue tunnel.

The opinion reviews at great length the successive State and municipal measures which have been passed concerning the franchises to operate a railroad between Forty-second street and the Harlem River. There is no question, the Corporation Counsel points out, that this right of regulation was exercised by the city for many years, but an act passed in 1872 gave additional power to the railroad and "authorized and directed" the use of steam north of Forty-second street.

"It seems to have been one of the purposes of this act," Mr. Rives states, "to assure the railroad company the right to operate by steam north of Forty-second street and to prevent the city from interfering with that form of motive power."

"It remains to be considered whether this legislation has accomplished what seems to have been intended, namely, to destroy the power of the city to determine, under its consent of 1872, the method of operating this part of the line of the Harlem road. However, unfortunately, it may be, I think the conclusion inevitable that the statute has accomplished precisely this purpose."

The decision reached by Mr. Rives makes abortive the contemplated ordinance of the Board of Aldermen providing that only electric power shall be used in the tunnel.

HOW TO MAKE TUNNEL SAFE.

Use Electric Power or Take the Roof Off Only Two Ways, Says W. H. Parsons.

The Railroad Commission continued yesterday at the Fifth Avenue Hotel its technical investigation into conditions in the Park avenue tunnel. The principal witness was William Barclay Parsons, chief engineer of the Rapid Transit Commission. Mr. Parsons said he had examined about all the rapid transit tunnels in the world and that there were but two ways of eliminating danger from them. One of these ways was removing the roof and the other substituting electricity for steam as a motive power.

Mr. Parsons said that as far as signal systems were concerned, all systems had their advantages. A result which one system gave, he said, another might not give. As long as human agency played a part, it would be impossible to eliminate the chance of accident. The present signal system in the tunnel, Mr. Parsons thought, as good as any he had ever seen. He said that the Central railroad had tried to connect the Central railroad to the New York Central with those of the subway at Sixty-second street and to have a joint station, but that the road had rejected this plan.

The commission examined a great many witnesses and many suggestions as to safe signal systems were offered. William H. Folger of the high school service said he thought the ground glass instead of colored glass for lanterns would result in additional brilliancy for signals. Several signal experts thought that the present system in the tunnel was the best. It would be dangerous, many plans for the ventilation of the tunnel were proposed, but all were rejected. The two newspapers which want to improve the tunnel were again represented at the hearing by their respective attorneys. They all condemned it.

After hearing about twenty witnesses, the commission adjourned till Wednesday morning.

EARTHQUAKE OVER WIDE AREA.

Missouri, Kansas and Illinois Felt Shock. St. Louis Shaken.

St. Louis, Mo., Jan. 24.—Two distinct earthquakes were felt in this city this morning. The first was noted at 4:30 o'clock and the second about 5 o'clock. For several seconds houses shook and windows and dishes were rattled. Many persons, aroused from sleep by the quake, fled from their houses. Milkmen, newspaper carriers, drivers of bread wagons and others whose duties required them to be out at this early hour were startled to see tall buildings tremble and to feel the streets swaying under them.

At Jefferson and Lucas avenues the tremor was probably most marked. Persons standing there rushed into the street believing that an explosion had occurred but as it was not followed by a detonation, and the trembling soon ceased, they realized that the cause of the disturbance was an earthquake. Around North Third and Fourth streets where hucksters and market men congregated in the early morning the trembling of their wares was noted. As it did not continue more than five seconds the alarmed people soon regained composure.

In Indian Heights, Webster Groves, Ferguson and other suburban towns the shock was also felt. Here it is said to have lasted seven or eight seconds. Hospitalers from the east side of the river to the west side have been feeling the tremor.

Quincy, Ill., Jan. 24.—This city and the surrounding country were shaken by an earthquake of considerable violence. The shock was east and west and lasted two minutes. No damage of consequence was done.

Quincy, Mo., Jan. 24.—Early this morning a disturbing shock was felt in St. Joseph, arousing many families into the belief that a quake was coming. It is generally supposed to have been some distant earthquake.

Barber, Mo., Jan. 24.—What is believed to have been an earthquake shock was experienced in the morning. The tremor was slight and did not last long.

Lawrence, Mo., Jan. 24.—A distinct earthquake shock, accompanied by a loud rumbling noise, was experienced in Lawrence, Mo., about 10 o'clock this morning and in nearby towns.

NOT ENTERED IN FASHION.

Appellate Division Holds Against Entry of New Fashionable Dresses.

The court of the Appellate Division yesterday held that the entry of new fashionable dresses into the market was not a violation of the law.

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PUNISH RAILROADS, SAYS HILL.

AS HIGHWAY ROBBERS IF RATES THEY CHARGE ARE EXCESSIVE.

He Promises That Northern Securities Company Would Not Put Up Charges of Excessive Rates Before Commerce Commission—Harriman to Be Heard To-day.

CHICAGO, Jan. 24.—"There is as much necessity for a law to punish railroads for charging unreasonable rates as there is for a law against highway robbery and piracy," vehemently declared James J. Hill before the Interstate Commerce Commission to-day.

For nearly three hours the venerable but vigorous President of the Great Northern Railway and of the Northern Securities Company was on the witness stand. All the members of the Interstate Commerce Commission were present and the United States Circuit Court room was thronged with railroad officials.

The man who apparently was least interested in the testimony of Mr. Hill was E. H. Harriman, who is at the same time his strongest rival and ally. Reaside Mr. Harriman during the session sat Charles S. Mellen,